“Using Oregon's Highway Economic Requirements System for Development of the Oregon Highway Plan”

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Program Goals
Modernization, Safety and Operations:
- Decreased travel times
- Decreased emissions
- Increased service reliability
- Decreased user costs
- Reduced accidents
- Decreased incident response time

Region Review Process
- Reality check - Have “Needs” been identified which will never be improved because of costs, location, political implications, etc.?
  - Is this project realistic? Can it be physically built? Should it be built?
  - Are there special circumstances that need to be considered (i.e., Political, Laws/policies, Cost factor adjustments)
- Duplication - Has a section been flagged with multiple “Needs”, i.e., Modernization vs. Preservation?
  - How should the duplications be dealt with? Are there scheduling factors to resolve?
- Overlooked - Have obvious or known “Needs” been omitted?
  - Have locally known troubled areas been accounted for? Are there unforeseen impacts that will effect the system?
- Credibility (“Gold Plated”) - Are the costs accurate and reliable (± 20%)?
  - Should the “Needs” or “Costs” be revised and why?
  - Can the regions and districts support the numbers? What should be revised and why?
  - Are there other local irregularities that haven’t been accounted for? (i.e., Wet-lands, Geometric problems, i.e., rock cuts (cliffs), etc)
- Additional considerations - Do the “Needs” reflect existing MPO and/or corridor plans?
  - Have “un-met” safety needs been evaluated?

Basic Analysis Steps
- Create 100% sample dataset
- Develop initial needs analysis using HPMSAP
- Combine AP Output with BMS, PMS and SMS needs (including STIP improvements) and sent out for Region Review (RR)
- Edit dataset based on RR comments
- Develop final needs analysis using HERS-OR

Initial Data Integration Concept

PROPOSED 1999 HIGHWAY PLAN NEEDS ANALYSIS

HERS-OR Study

Improvement Override Feature Introduced!!!

General Comments from Region Review Process....

- Do not widen I84 between MPxx and MPyy because the alignment parallels a river one side and a steep slope on other.
- Do not add shoulders on certain rural roadway with low AADT because we can not justify the expense.
- Add new alignment / bypass
- Add rockfalls / slides / sunken Grade Repairs
- Add intersection improvements (ramp metering)
- Add bike / ped improvements
- Etc.,....